

August 17, 2004 CPC



**STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION**

04PS0397

**Tomac Corp., Silver Creek Development Corp. and Town Creek Development Corp.
(Brookcreek Subdivision)**

**Midlothian Magisterial District
Northern terminus of North Otterdale Road and eastern line of Salisbury West Service Road**

REQUEST: Approval of the schematic plan for a proposed single family subdivision.

RECOMMENDATION

Staff recommends approval of the schematic plan for the following reasons:

- A. The schematic plan with the recommended conditions is in compliance with the Zoning Ordinance and zoning conditions regarding land uses, density and transitions of Case 87S064.
- B. The plan provides adequate access for the proposed uses.

CONDITIONS

1. A fifty (50) foot undisturbed buffer shall be provided on the I-1 tract if it is utilized for commercial purposes, or a 100 foot undisturbed buffer shall be provided on the tract if the tract is utilized for industrial purposes. All buffers shall comply with the standards established in Section 17-70 of the Subdivision Ordinance. (P)
2. Tract II lots shall conform to R-15 bulk requirements. (P)

3. The applicants propose to develop both single family traditional and row houses, in Tract I. There are two (2) possible configurations that would be acceptable. The developer shall obtain tentative approval based upon one (1) of the following configurations:
- (a) If the row houses and traditional single family lots front across the same street, the lot widths of the row house lots shall not be less than seventy (70) feet to be compatible with the minimum R-9 standard of seventy-five (75) feet and the front yard setbacks shall match the R-9 standards; or
 - (b) Similar lot sizes shall be clustered and front onto the same street. Transitions between dissimilar lots sizes shall occur utilizing corner lots and/or open space. The setbacks in this case shall be per the zoning case.

GENERAL INFORMATION

Applicant/Owner:

Tomac Corp., Silver Creek Development Corp. and Town Creek Development Corp.

Location:

On the northern terminus of North Otterdale Road and eastern line of Salisbury West Service Road. Tax ID 719-712-3308 (Sheets 1 and 5).

Applicable Zoning Case:

87S064 Batte Tract

Existing Zoning and Land Use:

I-1 - Light Industrial; O-2 - Corporate Office; R-9 and R-25 - Single Family Residential, vacant

Size:

80.66 acres

Adjacent Zoning and Land Use:

North - A - Vacant and County Pump Station
South - MH2 - Multifamily and Single Family Subdivision (Salisbury Michaux)
East - R-25 - Single Family Subdivision (Rosemont)
West - A - Route 288

BACKGROUND

The primary issues affecting the layout of the schematic plan are identified in the zoning case and previous schematic plans. The remaining issues affecting the tracts involved with this case are:

Land Use:

The plan prepared by J. K. Timmons and Associates, P.C., revised February 18, 1987, and the Textual Statement plus the revised Textual Statement for Tract "E", dated July 21, 1987, shall be considered the Master Plan. This case encompasses Subtracts A, B, C, and D of the Batte Tract which allows a variety of single family detached housing categories and densities of 2-5 units per acre that would allow lots ranging in size from approximately 5,000 to 15,000 square feet. Also on the western frontage road there is a small tract that has I-1 zoning that permits certain limited commercial or industrial uses. The applicant has not proposed a use for this parcel that is zoned I-1. The parcel will require an individual schematic plan review, which shall include a conceptual landscaping plan for Planning Commission approval. A fifty (50) foot buffer is required to be maintained along the periphery of the Light Industrial (I-1) District tract where adjacent to residentially or agriculturally zoned property. However, the tract adjacent to the I-1 tract is zoned O-2. The schematic plan depicts this area as residential development and a buffer should be imposed by the Planning Commission through the schematic plan process to provide for transition between the uses.

The applicant is requesting approval for 180 lots on approximately 80.66 acres for an average density of 2.23 dwelling units per acre which is in accordance with the average projected density of 5.0 dwelling units per acre for the entire development. Tract II is zoned R-25 but permitted to meet R-15 bulk standards with a maximum density of 2 units per acre. There will be approximately fifty (50) lots in Tract II. The zoning case permits traditional single family and row house lots in Tract I which is zoned R-9 and O-2. The traditional single family lots are R-9 lots developed as 9,000 square foot lots at 2 units per acre. The row house lots could range from 5,000 to 8,700 square foot lots depending upon the use of compensating open space. The maximum density for the row houses is five units per acre. There will be approximately 130 lots in Tract I. The row houses lots are permitted to have a width of not less than fifty (50) feet that is two-thirds the requirement for R-9 lots. To accomplish compatibility between the possible dissimilar lot sizes, there are two (2) possible configurations that would be acceptable. The tentative layout should be based upon one (1) of the following configurations: (1) If the row houses and traditional single family lots front across the same street, the lot widths of the row house lots should be no less than seventy (70) feet and the front yard setbacks shall conform to the R-9 standards; or (2) if similar lot sizes front onto the same street then the minimum lot area is acceptable. Transitions between dissimilar lots sizes should occur utilizing corner lots and/or open space. The setbacks in this type of layout may conform to the reductions in the zoning case.

Utilities:

The applicant has committed to using public water and sewer which fulfills the proffered condition. There were several other conditions of zoning that were applicable to a former pump station immediately to the north of the tract but are no longer applicable with that pump station being removed.

Transportation:

The tract is accessible from two (2) roads North Otterdale Road and Salisbury West Service Road. North Otterdale Road, a seventy (70) foot collector thoroughfare road, runs generally southeast to northwest through the northern third of the tract. The general location of North Otterdale Road Extended is acceptable but specific comments relative to horizontal alignment and curvature to Urban Collector Standards (40 mph design speed) will be withheld until the time of tentative review. Salisbury West runs generally south to north along the western property line, adjacent to Route 288. This road is planned to temporarily end at the northwest corner of the property and will serve as access to one (1) parcel of land to the north of the tract. The southern end of this road connects to Wyldrose Drive which connects to Midlothian Turnpike.

Access to Salisbury West Service Road and the proposed internal subdivision road network must be designed to limit the potential violation of the Planning Commission's Stub Road Policy of exceeding 1,500 vehicles per day on streets that have lot frontage.

Additionally, conditions will be imposed at the time of tentative review that require the construction of Otterdale Road with construction of the first section of this subdivision and require a preliminary design for the connection of North Otterdale Road extended to Otterdale Road in the Rosemont Subdivision. Turn lane requirements on North Otterdale Road extended will be evaluated at the time of tentative subdivision review.

The zoning case required all proposed pedestrian facilities to be shown on the preliminary schematic plan. No sidewalks have been developed in this sector of the overall Sommerville zoning case and per the Planning Commission's Sidewalk Policy none of the streets within the proposed subdivision qualify for public sidewalks.

The proposal to utilize the property for single family residential will require that noise setbacks from Route 288 will be evaluated through the tentative review process.

The zoning case required the use of paved alleys for parking and driveway access for detached row houses which will be evaluated through the tentative review process.

Environmental:

Michaux Creek bisects the site and access to Tract II will cross the creek. There are also several tributaries or drainage swales that flow into Michaux Creek. Through the tentative approval process, the applicant will be required to establish the actual limits of

the Resource Protection Area (RPA) based upon 100 foot distance from the limits of the wetlands of Michaux Creek. This would be consistent with the standard 100 foot conservation area. Any reduction to a conservation area can occur only after the approval by the Environmental Engineering Department of a Major Water Quality Impact Assessment.

A preliminary Chesapeake Bay Preservation Act compliance plan is not applicable to schematic approval but is a prerequisite to tentative approval.

CONCLUSIONS

Staff believes that the schematic plan in conjunction with the recommended conditions, effectively addresses the current circumstances and maintains the purpose and intent of the zoning case and the Zoning Ordinance.

